

Chapter 16.24

DESIGN STANDARDS

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Section 16.24.010 Relation to adjoining street system.

The arrangement of streets in a new subdivision shall make provisions for the continuation of the existing streets in adjoining areas (or their protection where adjoining land is not subdivided), insofar as such may be deemed necessary by the Planning Commission for the public welfare. The street arrangement shall not cause unnecessary hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access to it. All subdivisions shall be connected by a road to an existing County B road or to a state road for access to the subdivision. All subdivision roads shall have an access road constructed to B road specifications, accessing each lot (to and through), with the exception of a minor subdivision.

Section 16.24.020 Streets.

A. All streets shall be twenty-four (24) feet of travel surface with a three-foot shoulder on each side within a sixty-six (66) foot wide right-of-way, except that PUDs, mobile home parks, and within the residential zones (R-1 and R-1/2), roads may be twenty-four (24) feet of travel surface with a three-foot shoulder on each side within a fifty (50) foot wide right-of-way. A one-way single lane street shall be sixteen (16) feet travel surface with a three-foot shoulder on each side within a fifty (50) foot right-of-way. All proposed subdivision streets in the R½ and Commercial zones shall be paved and provided with curb, gutter and sidewalks meeting county standards. All proposed subdivision streets in the R-1 and Industrial zones shall be paved to county standards. All proposed subdivision streets in the A-2 ½ and A-5 zones shall be paved unless a variance is granted by the County Commission (on recommendation of the Planning Commission), taking into consideration location, lot size, distance to existing paving, anticipated traffic flows and undue hardship.

1. Minor terminal streets (cul-de-sacs) shall be no longer than the maximum length established for each zone. Note: Road loops within the subdivision are exempt, however; all spurs count towards the maximum length.

- a. Residential zone (R-1/2), one thousand three hundred twenty (1,320) feet;
- b. Residential rural zone (R-1), two thousand six hundred forty (2,640) feet;
- c. Two and one-half acre agricultural zone (A-2.5), three thousand nine hundred eighty (3,980) feet;
- d. Agricultural zone (A-5), five thousand two hundred eighty (5,280) feet;
- e. Agricultural (A-10) zone, no limit providing there is a one hundred (100) foot diameter travel surface turnaround bubble every two thousand six hundred forty (2,640) feet within a one hundred twenty (120) foot wide right-of-way easement recorded.

2. Where a street is designed to remain only temporarily as a dead-end street,

an adequate turning area shall be provided.

3. Where a street dead-ends into a subsequent phase of the same subdivision, a temporary, graveled one hundred (100) foot diameter (one hundred twenty (120) foot right-of-way) turnaround and an easement of right-of-way on the property shall be required.

B. Intersections. The intersection of more than two streets at one point shall be avoided. Streets shall intersect at a ninety (90) degree angle, where practical.

C. Standard Street Sections. All proposed streets, whether public or private, shall conform to the County street cross section standards as now or hereafter adopted by the County.

D. Street Grades. Street grades over a sustained length shall not exceed the following percentages: on arterial streets eight percent; on collector streets ten percent. Street grades shall be a minimum of 0.5 percent except as allowed by the County Planning Commission. The cross slope of the street cross section is defined in the standard drawings. Slight variations from these requirements may be approved by the County Planning Commission.

E. Bridges. Design and construction of new bridges, whether essential for the overall circulation plan of the County or required only to serve a subdivision, shall be approved in advance by the Road Supervisor.

F. Reimbursement Agreement. In the situation where the construction of a subdivision street would be of financial benefit to subsequent subdividers, enabling access to a subdivision without road construction and dedication, the original subdivider may draft a protection reimbursement agreement with the County, subject to and in accordance with Section 16.08.040 of this title.

G. Excavations and Fills. Subdivision development adjacent to a natural drainage channel, or within any marsh or wetlands which will result in any discharge of excavated fill materials, may require obtaining a permit from the U.S. Army Corps of Engineers prior to the issuance of local permits for the deposition of fill material into any wetland or stream channel. This determination shall be made as part of the preliminary plat staff review.

H. Private Roads. In a subdivision where a homeowners' association will be responsible for road construction and maintenance, the minimum requirement for road construction shall be: twenty-four (24) foot road travel surface with a three-foot shoulder on each side within a sixty-six (66) foot right-of-way. Said road shall be the same specifications as a County B road.

I. Culvert Requirements. The minimum requirement for culverts on road construction is fifteen (15) inches by thirty (30) foot length.

J. Street Signs. Street or road signs, designed to a standard acceptable to the County Public Works Department, shall be installed at all street or road intersections at the expense of the developer.

Section 16.24.030 Lots.

A. The lot arrangement and design shall be such that the lots will provide satisfactory and desirable sites for buildings, and be properly related to topography and to existing and probable future utilities, rights-of-way, and other requirements.

B. Each lot shall have frontage on a public street dedicated by the subdivision plat, or an existing publicly dedicated street which has not become public by the right of use and is at least twenty-four (24) feet wide travel surface with three-foot shoulders on each side.